

The Congestion Mitigation and Air Quality Improvement Program:

A National Perspective

**Clean Cities
Philadelphia, PA
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Program Purpose

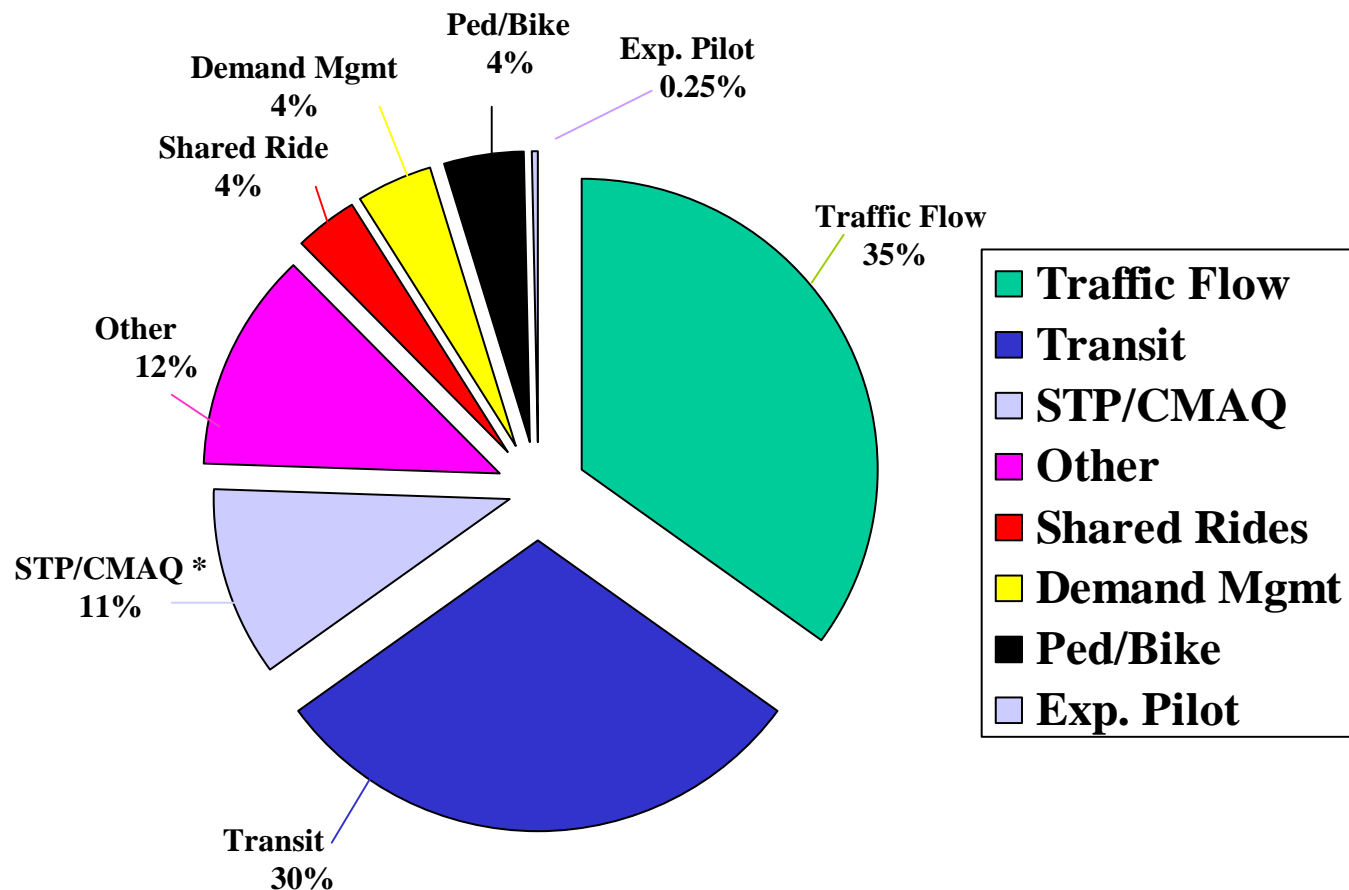
- The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide and particulate matter
- The CAA amendments, ISTEA and the CMAQ program together were intended to realign the focus of transportation planning toward a more inclusive, environmentally-sensitive, and multimodal approach to addressing transportation problems

TEA-21 Funding Levels

- CMAQ was first authorized under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991
- Authorization level was \$6.0B from 1992-1997
- CMAQ was re-authorized under TEA-21 in 1997
- Authorization level was \$8.1B from 1998-2003

FY 1998	\$1,192,619,000
FY 1999	\$1,345,415,000
FY 2000	\$1,358,138,000
FY 2001	\$1,384,930,000
FY 2002	\$1,407,474,000
FY 2003	\$1,433,996,000

CMAQ Obligations By Type of Project (FY 98)



* NOTE: STP/CMAQ funds are obligated in states with no nonattainment areas

FY 98 Alternative Fuel Projects



Total CMAQ:

Dollars Obligated = \$683.0M

(FY 99 = \$1.1B & FY 00 = \$1.8B)

Number of Projects = 1,052



Alternative Fuel Projects:

Dollars Obligated = between \$8.0M - \$17.0M

Number of Projects = between 28 and 34

New Information

- CMAQ Brochure – November 2000
 - Contains TEA-21, funding and eligibility updates
(<http://www.fhwa.dot.gov/environment/cmaq/cmaqbroc.pdf>)
- A Sampling of Emissions Analysis Techniques for Transportation Control Measures – October 2000
 - Describes modeling tools to assess the emissions benefits of transportation control measures and related projects applying for CMAQ funds
(<http://www.fhwa.dot.gov/environment/cmaqueat/cmaqueat.pdf>)
- Public-Private Partnerships Under CMAQ – in progress
 - Provides information on the current practice of establishing and funding public-private partnerships

Status Reports

- National Academy of Sciences Evaluation of the CMAQ Program – required under TEA-21
 - Study will evaluate the effects on emissions and air quality and the cost effectiveness of the CMAQ program – completion date is spring 2002
- Environmental and Energy Study Institute
Funded in part by DOE/DOT
 - Creation of a National CMAQ database for alternative fuel projects

Status Reports Continued

CMAQ Annual Reports

- Under TEA-21 States are required to prepare annual reports on how CMAQ funds have been spent and expected air quality benefits – currently, completing FY 98 report. Just received FY 99 information

CMAQ Electronic Reporting System

- Pilot project is underway to test reporting system (system will simplify reporting requirements and provide uniformity)

TEA-21 Reauthorization

- Department is currently organizing Task Forces to begin preparing for TEA-21 reauthorization

CMAQ Process



Steps in applying for CMAQ funds:

- Get to know your MPO - take advantage of your MPO's experience and knowledge of the CMAQ process
- Determine availability of funds - become familiar with the characteristics unique to your MPO's TIP funding process
- Identify the MPO's process for CMAQ application - each MPO has a different application and review process
- Coordinate and discuss your AFV project with state air quality personnel
- Determine if you want to initiate a public/private partnership - this can help to leverage scarce funding resources by allowing private firms to operate an entity or service developed with public funds - overmatch of more than 20% is a good way to make a project attractive

CMAQ Process Continued



Steps in applying for CMAQ funds:

- Develop your AFV project - must be well-thought-out and clearly demonstrate the air quality benefits to ensure that it meets eligibility requirements for CMAQ funding
- Submit your AFV project proposal to the MPO for review - discuss the project with your MPO. MPO's have the experience and knowledge to help you troubleshoot potential problems in the proposal
- Increase your AFV project's priority during evaluation - work with the MPO staff/board members and other organizations to identify the project's benefits (i.e. air quality, energy security)
- Review and approval by State and Federal authorities - after the MPO and State approve the project it is submitted to FHWA and FTA division/regional offices for approval
- Implement programmatic activities - when your AFV project has been added to the TIP, you should be ready to immediately implement the project